

REQUEST FOR QUALIFICATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION

Bay Region

Design-Build Project

I-75 from Hess Ave to I-675

Job Numbers: 127021 / 129594

Control Section: 73111 / 73063

Original Issue

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1 INTRODUCTION

The Michigan Department of Transportation (MDOT), Bay Region, is requesting Statements of Qualifications (“SOQs”) from entities (“Submitters”) interested in submitting proposals for road reconstruction on I-75 from Hess Avenue north to the south I-75/I-675 interchange, and M-46 from Outer Drive east to the Nexteer Automotive signalized driveway (the “Project”). The Project will include an Alternate Pavement Bidding (APB) process. The Project will be funded with state and federal-aid dollars thereby requiring the Submitters adhere to all pertinent federal, state and local requirements. See Attachment A for map showing the Project location.

1.1 Procurement Process

MDOT will use a two-phase procurement process to select a Design-Builder to deliver the Project. This Request for Qualifications (RFQ) is issued as part of the first phase to solicit SOQ’s that MDOT will evaluate to determine which Submitters are the most highly qualified to successfully deliver the Project. MDOT intends to shortlist a minimum of three (3) but not more than five (5) Submitters that submit SOQ’s, with a minimum of one (1) Submitter from each industry (concrete paving and asphalt paving industries). In the event that there are less than three total Submitters, MDOT may re-advertise the Project.

In the second phase, MDOT will issue a Request for Proposals (RFP) for the Project to the shortlisted Submitters. Only the shortlisted Submitters will be eligible to submit technical and price proposals in response to the RFP for the Project. Each shortlisted Submitter that submits a proposal in response to the RFP is referred to herein as a “Proposer.” MDOT will award a contract for the Project to the Proposer offering the low bid, to be determined as described in the RFP. Accelerated contract provisions, such as lane rentals, are being considered.

1.2 Project Goals

The Purpose of this Project is to complete the following tasks while minimizing impacts to the traveling public:

- A. Approximately 1.7 miles of roadway reconstruction and widening of I-75;
- B. Approximately 0.7 miles of roadway reconstruction of M-46;
- C. Reconstructing the I-75/M-46 interchange to a partial cloverleaf configuration, eliminating the two northern loop ramps;
- D. Reconstruction of the M-46 over I-75 structure (S04 of 73111);
- E. Reconstruction of the I-75 over LSRC/CSX Railroad structure (R01 of 73111);
- F. Raise grade of I-75 between M-46 and I-675 to eliminate depression and allow for positive drainage;
- G. Decommission and removal of existing pump station (D01 of 73111);
- H. Replacement of permanent signs and pavement markings;
- I. Replacement of Right-of-Way fence;
- J. Stormwater treatment and retention; and
- K. Comply with all environmental regulations in regards to foundry sand.

The following goals have been established for the Project:

- A. Safety
 - i. Provide a safe Project area for the traveling public and workers during execution of the Project.
 - ii. Provide a solution consistent with current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards.
- B. Quality - Provide a high quality product that minimizes future maintenance.
- C. Mobility
 - i. Minimize impacts to I-75 and M-46 traffic.
 - ii. Minimize impacts to I-75 ramps to and from M-46 & I-675.
- D. Budget - Complete the Project within MDOT’s established budget.

E. Meet Project schedule.

1.3 Submitter Information

If an entity intends to submit an SOQ as part of a team, the entire team is required to submit a single SOQ as a single Submitter.

General information on MDOT's Design-Build program and information regarding this RFQ can be found at the following website: www.michigan.gov/ic.

2 BACKGROUND INFORMATION; RFQ PROCESS

2.1 Project Description; Scope of Work

The Project is located in Buena Vista Charter Township, Saginaw County on I-75 between Hess Avenue and I-675 and on M-46 between Outer Drive and the Nexteer Automotive signalized intersection. The work on I-75 consists of reconstructing and widening from 3 lanes to 4 lanes, as well as raising the grade of the depressed section north of the M-46 interchange to facilitate the removal of existing pump station D01 of 73111. The work on M-46 consists of reconstructing the roadway and reconfiguring the interchange by eliminating the 2 northern loop ramps and reconstructing the remaining ramps while improving ramp geometry. Installation of new traffic signals are anticipated within the interchange to accommodate the eliminated loop ramp movements. The work at the bridges consists of replacing and widening the I-75 over LSRC/CSX Railroad structure (R01 of 73111), and replacing the M-46 over I-75 structure (S04 of 73111). The Project is an Alternate Pavement Bid project that includes I-75, M-46, and the associated ramps. Alternate 1 is a concrete pavement section, while Alternate 2 is an HMA pavement section. MDOT is in the process of securing additional right-of-way in the vicinity of the R01 of 73111 structure, as well as in the vicinity of the depressed section of I-75 north of the M-46 interchange.

MDOT has initiated the coordination process with Lake State Railway Company (LSRC) and CSX Railroad for the replacement of the I-75 over LSR/CSX Railroad structure (R01 of 73111). A Memorandum of Understanding (MOU) is being drafted to define the roles and responsibilities that each entity will follow throughout the Project. It will establish key requirements from both parties, including required design submittals and review times, ROW access restrictions, permit and reimbursements, and insurance requirements, among others. This MOU will be included in the RFP, and the successful Proposer will be required to incorporate all requirements into their schedule for the design and construction phases of the Project. It is anticipated that LSRC will be the railroad entity responsible for coordination related to the structure replacement. A structure agreement between MDOT and LSRC will be executed during the design and construction phase of the Project and will be contingent upon LSRC approval of design submittals from the successful Proposer and related coordination.

Traffic is expected to be maintained with the following restrictions. The RFP will contain the final requirements for maintaining traffic.

- In general, shoulder closures will be permitted on I-75 at any time.
- Maintain a minimum of two (2) lanes of traffic in each direction on I-75 from April 15 through the Memorial Day holiday period.
- Maintain a minimum of three (3) lanes northbound and two (2) lanes southbound from Tuesday afternoon through Saturday morning from the Memorial Day holiday period to the Thanksgiving holiday period.
- Maintain a minimum of three (3) lanes southbound and two (2) lanes northbound from Saturday afternoon through Tuesday morning from the Memorial Day holiday period to the Thanksgiving holiday period.
- Lane closures on I-75 will be subject to Lane Rentals.
- No work will be allowed during the Memorial Day, Independence Day and Labor Day holiday periods.
- Maintain a minimum of one (1) lane of traffic in each direction on M-46 at all times.
- Maintain ramp access to M-46 and I-675 at all times.
- All traffic must be in their normal lanes during the winter period. Work that does not impact traffic may be allowed during the winter period. MDOT will not participate in extra costs associated with performing work during the winter.

Project information and data is included in attachments as follows:

- Attachment A – Location Map
- Attachment B – Preliminary Reference Information Documents (RID)
- Attachment C – Conflict of Interest Disclosure
- Attachment D – Example Notice of Shortlisting Results
- Attachment E – Submitter Introduction Form

The current anticipated design-build cost of the Project is estimated to be \$49,000,000.

2.2 Project Schedule

The deadline for submitting RFQ questions and the SOQ due date stated below apply to this RFQ. MDOT also anticipates the following additional Project milestone dates. This schedule is subject to revision by addenda to this RFQ or the RFP requirements.

Phase 1 – Request for Qualifications

Issue RFQ	March 5, 2019
Deadline for submitting RFQ questions	April 12, 2019
SOQ due date	April 19, 2019
Evaluation of SOQs	April 22 – May 3, 2019
Anticipated Notification of shortlisted Submitters (Proposers)	May 10, 2019

Phase 2 – Request for Proposals – *Tentative Schedule (subject to change)*

Issue RFP	August 7, 2019
Technical Proposals due	October 15, 2019
Price Proposals due (Letting Date)	October 16, 2019
Anticipated Contract Award	November 16, 2019
Anticipated Substantial Completion	November 12, 2021

The RFP will establish the Project schedule including open to traffic and completion dates.

2.3 Inquiries and General Information

Information regarding this RFQ, including addenda to the RFQ, questions and answers, and project specific information, will be posted at the following website: www.michigan.gov/ic. Click on “I-75 Reconstruction - Bay Region (DB)” under the 2018 Innovative Contracting Projects heading.

All questions regarding the Project must be submitted by e-mail to the MDOT Project Manager and Innovative Contracting Project Manager listed below. Questions shall be sent by the date indicated in Section 2.2. All such questions and their answers will be placed on the MDOT website as soon as possible after receipt of the questions. The names of the entity submitting questions will not be disclosed. The employees and representatives of the Submitter may not contact any MDOT staff (including members of the selection team) other than the MDOT Project Manager, or their designee, to obtain information on the Project. Such contact may result in disqualification.

MDOT Project Manager

Ryan McDonnell, P.E.

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MDOT Innovative Contracting Project Manager

James Ranger, P.E.

Michigan Department of Transportation, Innovative Contracting Unit

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1. Addenda to the RFQ:
MDOT reserves the right to revise this RFQ at any time before the SOQ due date. Such revisions, if any, will be announced by addenda and posted on the aforementioned MDOT website.
2. News Releases:
Any news releases pertaining to this RFQ or the services, study, data or project to which it relates will not be made without prior written MDOT approval, and then only in accordance with the explicit written instructions from MDOT.
3. Disclosure:
All information in a Submitter's SOQ and any contract resulting from this RFQ are subject to disclosure under the provisions of the "Freedom of Information Act," 1976 Public Act No. 442, as amended, MCL 15.231, et seq.

2.4 Prequalification

The Submitter and their subcontractors must meet the following prequalification requirements:

Design-Builder Prequalification Requirements

- Comb/Jt 49000 B, Ea
or
- Comb/Jt 49000 Cb, Ea
or
- 49000 Fa

Lead Engineering Design Firms Prequalification Requirements

- Design – Bridges
- Design – Roadway: Complex

Anticipated Secondary Engineering Design Firms Prequalification Requirements (Firms that satisfy the requirements denoted with an asterisks (*) below must be identified in the SOQ. Firms that satisfy the remainder of the requirements do not need to be identified in the SOQ.)

- Design – Bridges: Load Rating
- Design Geotechnical: Advanced*
- Design – Hydraulics II*
- Design – Traffic: Capacity & Geometric Analysis*
- Design – Traffic: Pavement Markings
- Design – Traffic: Safety Studies
- Design – Traffic: Signal
- Design – Traffic: Signal Operations – Complex*
- Design – Traffic: Signing - Freeway
- Design – Traffic: Signing – Non-Freeway
- Design – Traffic: Work Zone Maintenance of Traffic*
- Design – Traffic: Work Zone Mobility & Safety*
- Design – Utilities: Municipal
- Surveying: Road Design
- Surveying: Structure

- Surveying: Right of Way

Additional design prequalifications may be listed in the Project's Request for Proposal.

2.5 Major Participants

As used herein, the term "Major Participant" means any of the following entities: all general partners or joint venture members of the Submitter; all individuals, persons, proprietorships, partnerships, limited liability partnerships, corporations, professional corporations, limited liability companies, business associations, or other legal entity however organized, holding (directly or indirectly) a 30% or greater interest in the Submitter; any subcontractor(s) that will perform work valued at 30% or more of the overall contract amount; the lead engineering/design firm(s); and each engineering/design sub-consultant that will perform 30% or more of the design work.

2.6 MDOT Consultant/Technical Support

MDOT has retained consultants to provide guidance in preparing and evaluating the RFP and advice on related contractual and technical matters for this design-build project. The following consultants are not eligible to participate on any Submitter's team: AECOM Great Lakes, Inc., Surveying Solutions Inc. and Material Testing Consultants, Inc.

2.7 Conflicts of Interest

The Proposer shall accept responsibility for being aware of the requirements of 23 Code of Federal Regulations (CFR) 636.116 and include a full disclosure of all potential organizational conflicts of interest in the Proposal.

The Submitter shall complete a Conflict of Interest Statement (See Attachment C) certifying that they have read and understand MDOT's policy regarding conflict of interest and the CFR and that each Major Participant has done the same. The Submitter shall certify that they and each Major Participant have no conflict of interest with the Project. If there is a conflict with the Project, then the Submitter needs to describe the conflict.

The Submitter agrees that, if after award, an organizational conflict of interest is discovered, the Submitter must make an immediate and full written disclosure to MDOT that includes a description of the action that the Submitter has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, MDOT may, at its discretion, cancel the design-build contract for the Project. If the Submitter was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to MDOT, MDOT may terminate the contract for default.

MDOT may disqualify a Submitter if any of its Major Participants belong to more than one Submitter organization.

2.8 Changes to Organizational Structure

All changes in Key Personnel or a Major Participant from a Submitter's SOQ to the Submitter's Proposal in response to the RFP must be approved by MDOT in writing by submitting Form 5100G. Changes in Key Personnel or a Major Participant must be approved by MDOT prior to submitting a proposal in response to the RFP. MDOT may revoke an awarded contract if any Key Personnel or Major Participant identified in the SOQ is removed, replaced or added without MDOT's prior written approval. To qualify for MDOT approval, the written request must document that the proposed removal, replacement or addition will be equal to or better than the Key Personnel or Major Participant provided in the SOQ. MDOT will use the criteria specified in this RFQ to evaluate all requests. Form 5100G Changes in Key Personnel must be submitted to MDOT's Project Manager as identified in Section 2.3 (Forms can be found at this website: <https://mdotjboss.state.mi.us/webforms/WebFormsHome.htm>).

2.9 Equal Employment Opportunity

The Submitter will be required to follow both State of Michigan and Federal Equal Employment Opportunity (EEO) policies.

2.10 Disadvantaged Business Enterprises

It is the policy of MDOT that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, and other small businesses shall have the maximum feasible opportunity to participate in contracts financed in whole or in part with public funds. Consistent with this policy, MDOT will not allow any person or business to be excluded from participation in, denied the benefits of, or otherwise be discriminated against in connection with the award and performance of any U.S. Department of Transportation (DOT)-assisted contract because of sex, race, religion, or national origin. MDOT has established a DBE program in accordance with regulations of the DOT, 49 CFR Part 26. In this regard, the Submitter will take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum opportunity to compete for and perform the contract. Additional DBE requirements will be set forth in the RFP.

MDOT anticipates that the Project will have a **DBE goal of 5%**.

3 CONTENT OF STATEMENT OF QUALIFICATIONS

This section describes specific information that must be included in the SOQ. SOQs must follow the outline of this Section 3.0. Submitters shall provide brief, concise information that addresses the requirements of the Project consistent with the evaluation criteria described in this RFQ.

3.1 Introduction (Pass/Fail)

The Submitter must complete and sign the Submitter Introduction Form (see Attachment E). **The form certifies the truth and correctness of the contents of the SOQ.** This information will be used to identify the Submitter and its designated contact, and will be reviewed on a pass/fail basis only and not as part of the qualitative assessment of the SOQ.

3.2 Understanding of Project (30 points)

Based on preliminary information available at the time of the RFQ, provide a synopsis demonstrating the Submitter's understanding of the physical description of the Project, probable impacts of the Project, and potential issues affecting the Project. Demonstrate an understanding of the Project goals discussed in Section 1.2 as the following is specifically addressed:

- A. Understanding of Project scope;
- B. Understanding of the construction and schedule requirements needed for the Project;
- C. Understanding of the design requirements needed for the Project;
- D. Understanding of mobility and safety concerns;
- E. Understanding of impacts on the adjacent communities and traveling public; and
- F. Understanding of the railroad coordination requirements.

3.3 Qualifications of Team (30 Points)

Provide the qualifications of the Submitter's team that includes both construction firm and design firm personnel. The information should address the following:

- A. Management and staff experience, capabilities and functions on projects of similar scope and with similar environmental and geotechnical conditions;
- B. Effective project management structure and interaction with MDOT or other entities;
- C. Experience with expedited schedules and timely completion on comparable projects;
- D. Experience with on-budget completion of comparable projects;
- E. Experience with integrating design and construction activities; and
- F. Company experience and qualifications that are relevant to the Project scope; and
- G. Experience with railroad coordination and construction within railroad right-of-way.

3.3.1 Organization of Project Team

Describe the roles of all Key Personnel, Major Participants and identified subcontractors. Include what percent of the named role that the entity is expected to provide.

Provide an organizational chart(s) showing the flow of the “chain of command” with lines identifying participants who are responsible for major functions to be performed and their reporting relationships, in managing, designing and building the Project. The chart(s) must show the functional structure of the organization down to the design discipline leader or construction supervisor level and must identify Key Personnel by name. Identify the Submitter and all known Major Participants in the chart(s).

Submitters may be unable to identify all Major Participants or other subcontractors who are providing construction services (design services meeting the prequalification requirements listed in Section 2.4 must be provided). If a Submitter is unable to provide the name of the construction Major Participants or other subcontractors, they should include a plan of how they will obtain the firm including what qualifications they would expect the firm to provide.

3.3.2 Project Team Communication

The Submitter shall provide information that will show how the Submitter communicates during the execution of the Project. MDOT’s desire is to have a strong single point of contact who controls the Project during all phases, including planning, design, and construction. Scoring will be greatest to those Submitters who provide a clear and concise communication plan that incorporates and integrates all components of the Submitter’s team (i.e. primary designers, sub-consultant designers, construction managers, construction field personnel, construction office personnel, material testing personnel, etc.) and inserts MDOT personnel and other appropriate stakeholders (i.e. local residents and businesses, public agencies) within that communication plan (i.e. process for design and construction submittals to MDOT, MDOT involvement in quality checkpoints during design and construction, incorporating MDOT review of design changes during construction, public information plan, etc.).

3.3.3 Staff Service Experience

3.3.3.1 Resumes of Key Personnel

Resumes of Key Personnel shall be provided as Appendix A – Resumes of Key Personnel to the SOQ. Resumes of Key Personnel shall be limited to two pages each and will not be counted towards the overall SOQ page limit. If an individual fills more than one position, only one resume is required. The listing below describes the minimum key personnel for the Project (“Key Personnel”), others may be added by the Submitter. Submitters may propose alternate plans to staff and manage the Project. SOQ’s with alternate staffing plans are required to have details of the key staff and their roles and responsibilities in a manner similar to the requirements listed below, including their responsibility on the Project and their authority over the design and/or construction operations.

Key Personnel

- A. Submitter’s Project Manager
- B. Project Supervisor
- C. Construction Quality Control Manager
- D. Design Manager
- E. Design Lead Road Engineer
- F. Design Lead Traffic Engineer
- G. Design Lead Structures Engineer
- H. Design Lead Geotechnical Engineer
- I. Design Lead Hydraulics Engineer

Include the following items on each resume:

- A. Relevant licensing and registration;

- B. Years of experience performing similar work; and
- C. Actual work examples on similar projects, including projects, project dates, duties performed and their percentage of time on the project.

3.3.3.2 Minimum Qualifications and Responsibilities of Key Personnel

Key Personnel will be evaluated, in part, based on the extent they meet and/or exceed minimum qualifications including, but not limited to, relevant education, training, certification, and experience. The following provides minimum qualifications of the Key Personnel assigned to the Project. Any certifications required to meet the requirements of the RFQ shall be in place by the time the first notice to proceed is issued. Key Personnel, except as noted, may perform Work in more than one position in the organization.

A. Submitter's Project Manager:

The Submitter's Project Manager is expected to have significant experience managing the construction of highway construction projects. Submitter's Project Manager will be responsible for the overall design, construction, quality management and contract administration for the Project and will:

- i. Have full responsibility for the prosecution of the Work;
- ii. Act as agent and be a single point of contact in all matters on behalf of Submitter;
- iii. Be available (or the Approved designee will be available) at all times that Work is performed; and
- iv. Have authority to bind Submitter on all matters relating to the Project.

B. Project Supervisor:

The Project Supervisor is expected to have recent significant experience in highway construction. The Project Supervisor, or the Approved designee, must be on site during all construction activities. The Project Supervisor must work under the direct supervision of Submitter's Project Manager.

C. Construction Quality Control Manager:

The Construction Quality Control Manager is expected to have significant recent experience overseeing the inspection and materials testing on highway construction projects.

The Construction Quality Control Manager must work under the direct supervision of Submitter's Project Manager. It is the responsibility of the Construction Quality Control Manager to manage the Submitter's assigned Quality Control functions and will:

- i. Not be assigned any other duties or responsibilities on the Project;
- ii. Visit the site weekly at a minimum and report on that visit to the MDOT Project Manager;
- iii. Be available whenever any construction activities are being performed; and
- iv. Have the authority to stop any and all work that does not meet the standards, specifications or criteria established for the Project.

D. Design Manager:

The Design Manager is expected to have significant experience in managing the design of highway construction projects and must be a licensed professional engineer in the State of Michigan now or by the award of the Project. The Design Manager will be responsible for ensuring that the overall Project design is completed and design criteria requirements are met. The Design Manager will:

- i. Be available whenever design activities are being performed; and
- ii. Work under the direct supervision of Submitter's Project Manager.

E. Design Lead Road Engineer:

The Design Lead Road Engineer must be experienced in roadway design related to roadway reconstruction projects that include bridge approach work, and road reconstruction and must be a registered professional engineer in the State of Michigan now or by the award of the Project.

F. Design Lead Traffic Engineer:

The Design Lead Traffic Engineer must be experienced in work zone safety, work zone traffic control design, signing design, pavement marking design, have significant recent experience in traffic

engineering and traffic management on similar projects, and must be a registered professional engineer in the State of Michigan now or by the award of the Project.

G. Design Lead Structures Engineer:

The Design Lead Structures Engineer must be experienced in structure design of the size and type required for this Project and must be a registered professional engineer in the State of Michigan now or by the award of the Project.

H. Design Lead Geotechnical Engineer:

The Design Lead Geotechnical Engineer must be experienced in geotechnical engineering as required for this Project and must be a registered professional engineer in the State of Michigan now or by the award of the Project.

I. Design Lead Hydraulics Engineer:

The Design Lead Hydraulic Engineer must be experienced in hydraulic engineering as required for this Project and must be a registered professional engineer in the State of Michigan now or by the award of the Project. The Lead Hydraulics Engineer should have relevant experience dealing with mass balance and water retention.

3.4 Submitter Experience (30 points)

Describe at least two but a maximum of four projects the Submitter has completed or participated in (if the Submitter is not yet existing or is newly formed, please explain) and at least two but a maximum of four projects each listed Major Participant has managed, designed and/or constructed. For projects in which several of the proposed Major Participants were involved, the Submitter may provide a single project description. Highlight experience relevant to the Project the Submitter/Major Participants have gained in the last 5-10 years. Cite projects with levels of scope comparable to that anticipated for the Project. Also consider citing projects where construction duration is minimized, design schedules were kept, and original design and construction budgets were not increased. Describe the experiences that could apply to this Project. The experience of the Submitter will account for 15 or more of the points out of the 30 points available in this category. The experience of the Major Participants will account for a maximum of 15 points out of the 30 points available in this category. If some Major Participants are unknown at the time SOQ's are submitted, the Submitter's plan (see Section 3.3.1) for obtaining the firm for this area of work will be considered.

Each project description should include the following information:

- A. Name of the project and either the owner's contract number or state project number;
- B. Owner's project manager (i.e. the owner's construction manager for construction project or the owner's design manager for design projects) and their current telephone number;
- C. Dates of design, construction, and project management;
- D. Description of the work or services provided and percentage of the overall project actually performed;
- E. Description of scheduled completion deadlines and actual completion dates; and
- F. Original design or construction budget and final design or construction cost.

MDOT may elect to use the information provided above as a reference check.

3.5 Past Performance of Designers (10 Points)

MDOT's objective in evaluating Past Performance is to incorporate quality of past performance of the Submitter's design firm(s) into the overall technical score. Past performance of the design firm(s) will be determined based on the Contracts Tracking System (CTRAK) at MDOT. If performance evaluations have not been performed, the selection team will contact previous clients and base scoring on feedback received. Past performance for the Submitter's construction company is reflected in the level the firm can bid and will not be part of this score.

3.6 Legal and Financial (Pass/Fail)

The information required in response to Section 3.6 shall be submitted as Appendix B – Legal and Financial.

Information provided in response to these sections will not count towards the overall page limitation defined in Section 5.2. Information required by this section will be evaluated on a pass/fail basis.

3.6.1 Organizational Conflicts of Interest

Identify all relevant facts relating to past, present or planned interest(s) of the Submitter's team (including the Submitter, Major Participants, proposed consultants, contractors and subcontractors, and their respective chief executives, directors and key project personnel) which may result, or could be viewed as, an organizational conflict of interest in connection with this RFQ.

Disclose: (a) any current contractual relationships with MDOT (by identifying the MDOT contract number and project manager) that may result in, or could be viewed as a potential conflict of interest on this Project; (b) present or planned contractual or employment relationships with any current MDOT employee; and (c) any other circumstances that might be considered to create a financial interest in the contract for the Project by any current MDOT employee if the Submitter is awarded the contract. The foregoing is provided by way of example, and shall not constitute a limitation on the disclosure obligations.

For any fact, relationship or circumstance disclosed in response to this Section 3.6.1 identify steps that have been or will be taken to avoid, neutralize or mitigate any organizational conflicts of interest.

In cases where Major Participants on different Submitter teams belong to the same parent company, each Submitter must describe how the participants would avoid conflicts of interest through the qualification and proposal phases of the Project.

The required information for Organizational Conflicts of Interest shall be submitted using the Conflict of Interest Statement in Attachment C. Information provided in response to this section will not count towards the overall page limitation defined in Section 5.2.

3.6.2 Legal Structure

If the Submitter organization has already been formed, provide complete copies of the organizational documents that allow, or would allow by the time of contract award, the Submitter and Major Participants to conduct business in the State of Michigan. If the Submitter organization has not yet been formed, provide a brief description of the proposed legal structure or draft copies of the underlying agreements.

3.6.3 Financial Viability

The Submitter must supply form 1300 EZ with their SOQ to show they will bid on the Project when it is advertised. Form 1300 EZ will be required to be resubmitted again before letting. Submitters do not need to provide MDOT Form 1381.

4 EVALUATION PROCESS

4.1 SOQ Evaluation

MDOT will initially review the SOQs for responsiveness to the requirements of this RFQ. The information in the SOQ will then be measured against the evaluation criteria described in Section 3. Submitter's SOQ response shall be complete based on the RFQ requirements. A non-responsive or partially non-responsive SOQ missing required information may result in a "fail".

4.2 SOQ Scoring

MDOT will evaluate all responsive SOQs and measure each Submitter's response against the Project goals and evaluation criteria set forth in this RFQ, resulting in a numerical score for each SOQ. The scoring will be distributed as described in Section 3 and summarized below:

- A. Understanding of Project (30 Points)
- B. Qualifications of Team (30 Points)
- C. Submitter Experience (30 Points)

D. Past Performance of Designers (10 Points)

4.3 Determining Shortlisted Submitters

MDOT will total the scores for each responsive SOQ and prepare a ranked list of Submitters. MDOT intends to shortlist the most highly qualified Submitters.

MDOT reserves the right, in its sole discretion, to cancel this RFQ, issue a new RFQ, reject any or all SOQs, seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to this RFQ, seek and receive clarifications to an SOQ and waive any deficiencies, irregularities or technicalities in considering and evaluating the SOQs.

This RFQ does not commit MDOT to publish an RFP, enter into a contract, or proceed with the procurement of the Project. MDOT assumes no obligations, responsibilities and liabilities, fiscal or otherwise, to reimburse all or part of the costs incurred by the parties responding to this RFQ. All such costs shall be borne solely by each Submitter.

4.4 Notification of Shortlisting

Shortlisted teams will have their Submitter's names and scores posted on MDOT's Innovative Contracting website, which will serve as the shortlisting announcement. Teams that are not shortlisted will only have their scores posted; however, each Submitter will receive their individual score sheet from MDOT via e-mail within five working days of the scores and shortlisting results being posted. See Attachment D for an example of the shortlisting announcement.

4.5 Debriefing

Feedback may be provided via face to face meeting, phone or email at the discretion of the Project Manager however, it will not be provided until after the award of the contract.

5 SOQ SUBMITTAL REQUIREMENTS

The following section describes requirements that all Submitters must satisfy in submitting SOQs. Failure of any Submitter to submit their SOQ as required in this RFQ may result in rejection of its SOQ.

5.1 Due Date, Time and Location

SOQ's are due on the due date and time listed in Section 2.2. Any SOQ that fails to meet the deadline or delivery requirement will be rejected without opening, consideration or evaluation. MDOT will not accept SOQs by facsimile.

SOQ's shall be delivered to the MDOT Project Manager via email. The SOQ's shall have the subject line of "SOQ I-75 Reconstruction - Bay Region DB".

SOQ's shall be delivered to the following person's email address:

Ryan McDonnell, P.E. – MDOT Project Manager

E-mail: McDonnellR1@michigan.gov

A carbon copy shall also be delivered to the following person's email address:

James Ranger, P.E. – MDOT Innovative Contracting Project Manager

E-mail: RangerJ@michigan.gov

5.2 Format

All SOQ's must comply with the following:

- A. The SOQ must not exceed 10 single-sided pages. The 10 page limit does not include key personnel resumes (Appendix A – Resumes of Key Personnel), 1300EZ forms, Conflict of Interest Statement,

Submitter Introduction Form, and the required legal information (Appendix B – Legal and Financial) defined in Section 3.6. In the 1300EZ forms, the references to “Bidder” shall mean “Submitter”.

- B. Pages shall be 8 ½ inches by 11 inches.
- C. Font must be a minimum of 12 point.
- D. All pages must be numbered continuously throughout and in the format of “Page 1 of _”, including resumes, 1300EZ forms, and legal understanding.
- E. All electronic files shall be bookmarked Portable Document Files (PDFs). The maximum size allowable for emailing is 14 megabytes (MB). The subject of the email will be titled **“SOQ I-75 Reconstruction - Bay Region DB”**.
- F. Graphics are allowed within established page limits. Text used on graphics must be legible and easily readable (minimum of 12 point font desired). Graphics must not be used to convey information that could reasonably be presented in the body of the SOQ.

6 PROCUREMENT PHASE 2

This Section 6.0 is provided for informational purposes only so that each Submitter has information that describes the second phase of the Project procurement process, including a summary of certain anticipated RFP requirements. MDOT reserves the right to make changes to the following, and the shortlisted Submitters must only rely on the actual RFP when and if it is issued. This Section 6.0 does not contain requirements related to the SOQ.

6.1 Request for Proposals

The Submitters remaining on the shortlist following Phase 1 of the procurement process will be eligible to move to Phase 2 and receive an RFP. While MDOT may make the RFP available to the public for informational purposes, only shortlisted submitters will be allowed to submit a response to the RFP.

6.2 RFP Structure

The RFP will be structured as follows:

- A. Instructions to Proposers
- B. Contract Documents
 - i. Book 1 (Contract Terms and Conditions)
 - ii. Book 2 (Project Requirements)
 - iii. Book 3 (Standards)
- C. Reference Information Documents (RID)

6.3 Proposal Evaluations

MDOT has determined that award of the Project will be based on a qualified bid to obtain the most cost effective and efficient Proposer to deliver the Project. The bid is qualified by combining construction cost, pavement life cycle costs and road user delay impacts to achieve a low bid.

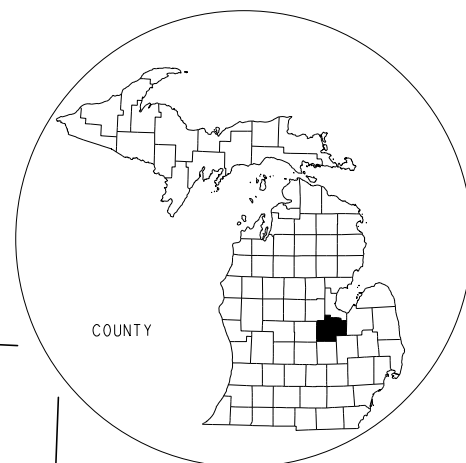
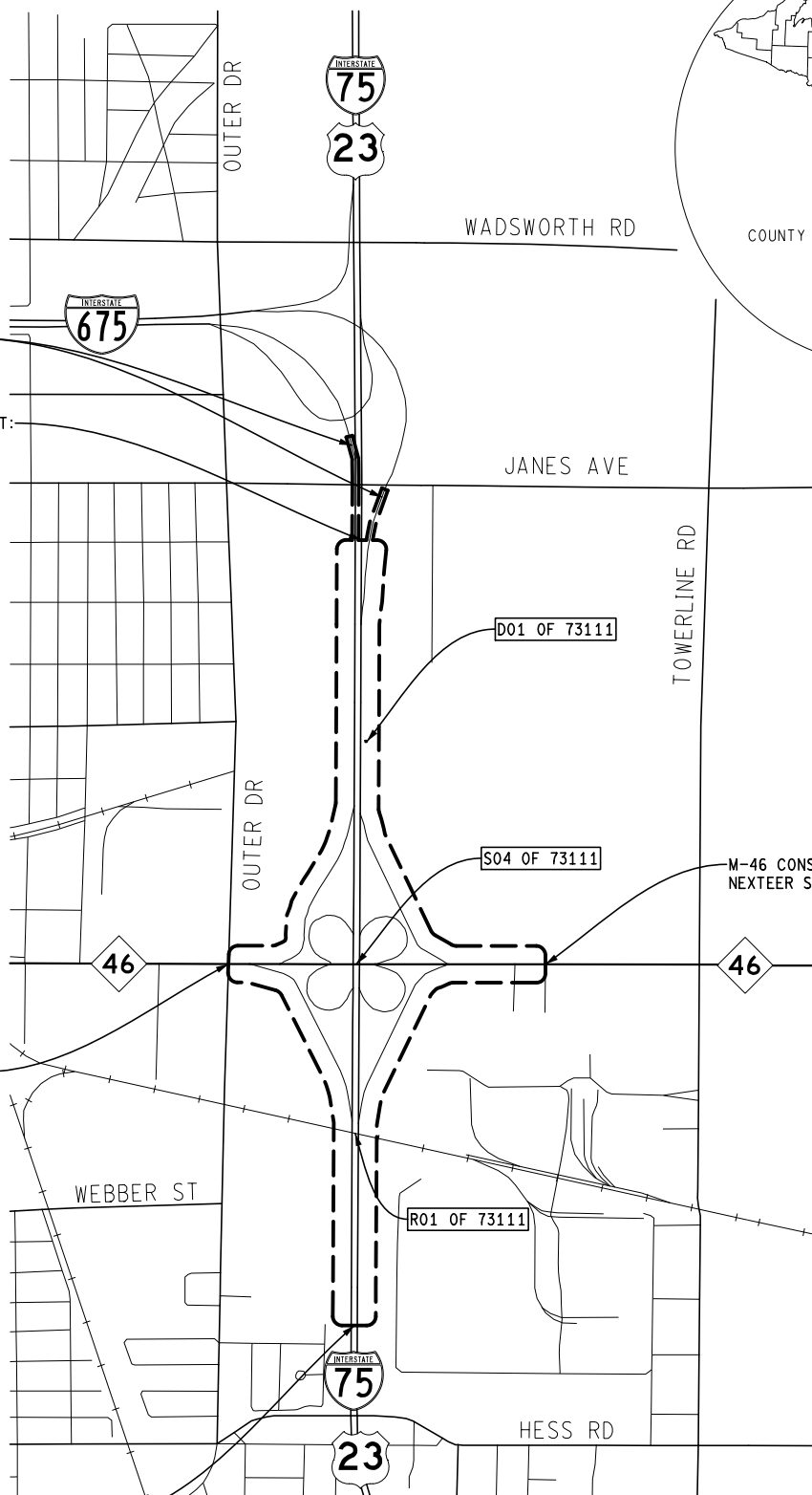
6.4 Stipends

MDOT will pay an \$87,000 stipend for responsive proposals submitted by Proposers (shortlisted Submitter). A stipend will not be paid to the successful Proposer. No stipends will be paid for submitting SOQs.

In consideration for paying the stipend, MDOT may use any ideas or information contained in the proposals in connection with any contract awarded for the Project or in connection with a subsequent procurement, without any obligation to pay any additional compensation to the unsuccessful shortlisted Proposers.

MDOT may require shortlisted firms to complete additional paperwork, such as MDOT Form 5100J, in order to process the payment of the stipend.

Attachment A Location Map



COUNTY

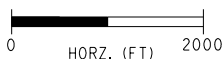
COUNTY KEY

N



LEGEND

— — APPROXIMATE PROJECT LIMITS



DESIGN UNIT: MCDONNELL

CS: 73111 / 73063

JN: 127021 / 129594

TSC: BAY CITY

ATTACHMENT A

PROJECT LOCATION MAP

DATE: 11/12/18

DRAWING SHEET

SECT 1

FILE:

Attachment B Preliminary Reference Information Documents**INDEX OF REFERENCE INFORMATION DOCUMENTS**

These documents are provided on MDOT ProjectWise. Access can be obtained by contacting Ryan McDonnell, MDOT Project Manager at McDonnellR1@michigan.gov. When requesting access, also carbon copy (cc) James Ranger at RangerJ@michigan.gov.

RID AS-BUILTS	
(Descriptions of as-builts are provided for information only and may not be entirely accurate)	
05721_X01-73111_1973.pdf	Plans for widening of the I-75 bridge over railroad (1973)
06237_I-75 Widening_1973.pdf	Plans for concrete pavement widening on I-75 between Dixie Highway and Wadsworth Road (1973)
09301_M-46 Resurfacing_1976.pdf	Plans for resurfacing on M-46 from Genesee St to Cumberland St and from I-75 to Towerline Rd (1976)
21726_R01-73111_1985.pdf	Plans for rail replacement and deck overlay of the I-75 bridge over railroad (1985)
21726_S04-73111_1985.pdf	Plans for rail replacement and deck overlay of the M-46 bridge over I-75 (1985)
28240_I-75 Resurfacing_1990.pdf	Plans for pavement repair and resurfacing on I-75 between Dixie Highway and M-13 (1990)
73101-022_I-75 I-675 Interchange_1967.pdf	Plans for construction of the I-75/I-675 interchange (1967)
73111-005 V-32-2B_I-75 Signing_1964.pdf	Plans for signing on I-75 in Bridgeport and Buena Vista Townships (1964)
73111 017_I-75 Landscape_1966.pdf	Plans for landscape development on I-75 between Dixie Highway and Kochville Road (1966)
73111-S04 C1 B1 73-7-13_1959.pdf	Plans for construction of the M-46 bridge over I-75 (1959)
73111-X01 C3 X4 73-7-13_1959.pdf	Plans for construction of the I-75 bridge over railroad (1959)
73111-X02 Bridge Plans_2003.pdf	Plans for demolition of railroad bridge over I-75, construction of auxiliary lane, and pump station modifications (2003)
73111-X02 X3 73-7-13_1950.pdf	Plans for construction of the I-75 bridge over railroad (1950)

87509_I-75 Bridge Plans_2012.pdf As-let plans for bridge improvements at S05, S07, and R04 of 73111 (2012)
87509_I-75 Proposal_2012.pdf As-let proposal for concrete reconstruction and bridge improvements on I-75 from Janes Rd to I-675 (2012)
87509_I-75 Road Plans 1 of 3_2012.pdf As-let plans for concrete reconstruction on I-75 between Janes Road and I-675 (2012)
87509_I-75 Road Plans 2 of 3_2012.pdf As-let plans for concrete reconstruction on I-75 between Janes Road and I-675 (2012)
87509_I-75 Road Plans 3 of 3_2012.pdf As-let plans for concrete reconstruction on I-75 between Janes Road and I-675 (2012)
106858_I-75 Bridge Plans_2014.pdf As-let plans for bridge replacements at S01, S02, and S03 of 73111 (2014)
106858_I-75 Proposal_2015.pdf As-let proposal for reconstruction, widening and bridge replacement on I-75 from Dixie Hwy to Hess (2015)
106858_I-75 Road Plans 1 of 3_2014.pdf As-let proposal for pavement reconstruction and widening on I-75 from Dixie Highway to Hess Road (2014)
106858_I-75 Road Plans 2 of 3_2014.pdf As-let proposal for pavement reconstruction and widening on I-75 from Dixie Highway to Hess Road (2014)
106858_I-75 Road Plans 3 of 3_2014.pdf As-let proposal for pavement reconstruction and widening on I-75 from Dixie Highway to Hess Road (2014)
RID CONCEPT PLANS AND DATA
<u>Concept Plans</u>
B-R01_73111_Site_2018-06-21.pdf
D-47478_Full Cloverleaf PreGI_2001-10-02.pdf
D-47478_MOT Alternatives_2002-06-13.pdf
D-47478_ROW Plans_2003-06-19.pdf
D-47478_SPUI Base Plans_2002-06-13.pdf
<u>CADD Reference Files</u>
47473_CADD Files.zip
129594_Bridge Sheets.zip
RID MISCELLANEOUS REFERENCE
<u>Drainage</u>
Z-127021_Salvaged Slotted Drain Correspondence_2017-06-28.pdf
<u>Environmental</u>
E-100014_Example Note to File_2016-04-05.pdf
E-107497_Environmental Assessment_2013-05-21.pdf

E-107497_FONSI_2013-10-02.pdf
E-127021_FHWA I-75 IACR Letter_2018-01-30.pdf
E-127021_I-75 Reevaluation Information.docx
E-127021_Noise Reevaluation.docx
E-127021_PACS-I-75, Hess to Janes_2016-11-22.pdf
E-127021_SHPO Letter_2012-04-18.pdf
Wetland Information_2018-10-22.zip
Wetland Information_2018-11-27.zip
<u>Geotechnical</u>
G-47478_Geotech Report for R01 of 73111_2003-09-19.pdf
G-47478_Geotech Report for S04 of 73111_2003-09-19.pdf
G-47478_LCCA_2002-01-30.pdf
G-47478_Preliminary Site Investigation_2004-04-09.pdf
G-47478_Soil Borings_2002-06-13.pdf
G-127021_Geotechnical Report_2017-07-20.pdf
G-I-75 Soil Boring Logs.pdf
<u>Roadway</u>
I-Road Photos.zip
Z-124813_Constructability Checklist 1961_2014-09-05.pdf
Z-124813_Scoping Checklist 0595_2014-09-12.pdf
<u>ROW</u>
73063_ROW Sheet 119 M-46_2001-03-20.pdf
73111_ROW Sheet 045 I-75_2001-03-20.pdf
73111_ROW Sheet 046 I-75_2014-07-15.pdf
73111_ROW Sheet 047 I-75_2007-09.pdf
73111_ROW Sheet 048 I-75_2001-03-20.pdf
73111_RR Grant of Easement_1963-10-23.pdf
<u>Structures</u>
B-R01-73111_Inspection Reports_2013-09-18.pdf
B-R01-73111_Scoping Report_2017-09-21.pdf
B-R01-73111_SI&A_2011-09-27.pdf
B-S04-73111_Inspection Reports_2013-09-12.pdf
B-S04-73111_SI&A_2011-09-27.pdf
I-Bridge Photos.zip

<u>Survey</u>	
127021 Survey Package 2017-09-28	
127021 Survey Package 2019-02-11 (additional)	
127021 Survey Package 2019-02-28 (additional)	
<u>Traffic</u>	
R-127021_Safety Review_2018-10-02.pdf	
R-127021_TAR 3007_2017-05-12.pdf	
<u>Utility</u>	
U-73111_Utility Contacts_2014-07-07.rtf	
Utility Company Responses:	2004 Buena Vista Charter Township Consumers Energy Light Core (Centurytel Fiber)
	2018 Air Advantage AT&T Buena Vista Charter Township CenturyLink (Centurytel Fiber) City of Saginaw Consumers Energy – Electric Distribution Consumers Energy – Electric Transmission Consumers Energy - Gas Distribution Consumers Energy - Gas Transmission Crown Castle ITC Saginaw Intermediate School District (SISD)

Attachment C Conflict of Interest Disclosure

_____ (Prime Contractor Name) certifies that it has read and understands the following:

The PRIME CONTRACTOR, its team members, and its Affiliates agree not to have any public or private interest, and shall not acquire directly or indirectly any such interest in connection with the Project, that would conflict or appear to conflict in any manner with the performance of the services under this Contract. The PRIME CONTRACTOR and its team members are aware of and understand the requirements of 23 CFR, subsection 636.116. "Affiliate" means a corporate entity connected to the PRIME CONTRACTOR through common ownership. "Team member" means any known entity the PRIME CONTRACTOR intends to be in a contractual relationship with to complete the work associated with the Project. The PRIME CONTRACTOR, its team members, and its Affiliates agree not to provide any services to any entity that may have an adversarial interest in the Project, for which it has provided services to the DEPARTMENT. The PRIME CONTRACTOR, its team members, and its Affiliates agree to disclose to the DEPARTMENT all other interests that the PRIME CONTRACTOR, its team members, or sub consultants have or contemplate having during each phase of the Project. The phases of the Project include, but are not limited to, planning, scoping, early preliminary engineering, design, and construction. In all situations, the DEPARTMENT will decide if a conflict of interest exists. If the PRIME CONTRACTOR, its team members, and its Affiliates choose to retain the interest constituting the conflict, the DEPARTMENT may terminate the Contract for cause in accordance with the provisions stated in the Contract.

- ☐ Certification for Subject Project: Based on the foregoing, the PRIME CONTRACTOR certifies that no conflict exists with the subject Project for it, or any of its team members and/or Affiliates
- ☐ Disclose of Conflict with Subject Project: Based on the foregoing, the PRIME CONTRACTOR certifies that a potential conflict does or may exist with the subject Project for it, and/or any of its team members and/or Affiliates. The attached sheets describe the potential conflict

This form, and any attachments, must be certified by a person from the PRIME CONTRACTOR who has contracting authority.

Certified by: Printed Name: _____
 Signature: _____
 Title: _____
 Company Name: _____
 Date: _____

Attachment D Example Notice of Shortlisting Results

(DATE OF POSTING)

I-75 from Hess Ave to I-675 Design-Build Project**MDOT Job No. 127021 / 129594****The following teams have been shortlisted for the I-75 from Hess Ave to I-675 Design-Build Project:**

Shortlisted Team Name	Cumulative Score (100 Pts. Max.)	<u>Criterion #1</u> Project Understanding (30 Pts. Max.)	<u>Criterion #2</u> Team Qualifications (30 Pts. Max.)	<u>Criterion #3</u> Submitter Experience (30 Pts. Max.)	<u>Criterion #4</u> Past Performance of Designers (10 Pts. Max.)
Company 1					
Company 2					
Company 3					
Company 4					
Company 5					
Non-Shortlisted Scores (Names are not provided)	Cumulative Score (100 Pts. Max.)	<u>Criterion #1</u> Project Understanding (30 Pts. Max.)	<u>Criterion #2</u> Team Qualifications (30 Pts. Max.)	<u>Criterion #3</u> Submitter Experience (30 Pts. Max.)	<u>Criterion #4</u> Past Performance of Designers (10 Pts. Max.)
<i>(Intentionally Left Blank)</i>					
<i>(Intentionally Left Blank)</i>					
<i>(Intentionally Left Blank)</i>					
<i>(Intentionally Left Blank)</i>					

Attachment E Submitter Introduction Form**Submitter Organization Information:**

Business Name:	
Business Address:	
Business Type: (corporation, partnership, joint venture, etc.)	

Submitter's Point of Contact: *This person will be the single point of contact on behalf of the Submitter organization, responsible for correspondence to and from the organization to MDOT. MDOT will send all Project-related communications to this contact person.*

Name:	
Address:	
Telephone number:	
E-mail Address:	

Major Participants:

Major Participant Name/Contact	Address of Head Office	Description of Role/Prequalification

Alternate Pavement Bidding (APB) Classification:**Page 2 of 2***Check only one.*

<input type="checkbox"/> Concrete Pavement	<input type="checkbox"/> HMA Pavement	<input type="checkbox"/> Either Concrete Pavement or HMA Pavement *
--	---------------------------------------	---

**Submitters selecting this option must be capable and prequalified in both Concrete Pavement and HMA Pavement, and may determine which option to pursue during the RFP phase of the Project.*

Acknowledgement of RFQ Addenda: *Identify and acknowledge all RFQ addenda provided by number and date.*

Addenda Number:	Addenda Date:	Acknowledgement: (check box)
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>

Signatures:

This form is required to be signed by authorized representatives of the Submitter organization. If the Submitter is a joint venture, the joint venture members must sign the form. It should be noted, that Lead Engineering Firms or other consultants providing professional services cannot serve as a member of a joint venture. If the Submitter is not yet a legal entity, the known Major Participants must sign the form.

By signing below, the Submitter certifies the truth and correctness of the contents of the SOQ, including this Submitter Introduction Form.

Printed Name:	Signature:	Date:	Organization/Role: